AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-13. **(Canceled)**

14. **(Currently amended)** The internal combustion engine according to **claim 33,** ~~claim 13,~~ wherein the delivery device comprises a presupply pump and a high pressure pump.

15. **(Currently amended)** The internal combustion engine according to **claim 33,** ~~claim 13,~~ wherein further comprising a pressure regulating device connected to the pressure reservoir.

16. **(Previously presented)** The internal combustion engine according to claim 14, further comprising a pressure regulating device connected to the pressure reservoir.

17. **(Currently amended)** The internal combustion engine according to **claim 33,** ~~claim 13,~~ wherein further comprising **at least one of** a control **and** ~~and/or~~ regulating device, which **at least one of** controls **and** ~~and/or~~ regulates at least one of the delivery capacity

(M_DD) of the delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, **and** ~~and/or~~ the duration (TI_UID) of an injection of the active ingredient as a function of the operating state (N, RA, RF, TMOT, LAMBDA) of the internal combustion engine.

18. **(Currently amended)** The internal combustion engine according to claim 16, further comprising **at least one of** a control **and** ~~and/or~~ regulating device, which **at least one of** controls **and** ~~and/or~~ regulates at least one of the delivery capacity (M_DD) of the delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, **and** ~~and/or~~ the duration (TI_UID) of an injection of the active ingredient as a function of the operating state (N, RA, RF, TMOT, LAMBDA) of the internal combustion engine.

19. **(Currently amended)** The internal combustion engine according to **claim 33,** ~~claim 13,~~ wherein at least one of the delivery device, the pressure reservoir, **and** ~~and/or~~ the injection device are of the type used in direct-injecting fuel systems.

20. **(Currently amended)** The internal combustion engine according to claim 16, wherein at least one of the delivery device, the pressure reservoir, **and** ~~and/or~~ the injection device are of the type used in direct-injecting fuel systems.

21. **(Currently amended)** The internal combustion engine according to claim 17, wherein at least one of the delivery device, the pressure reservoir, **and** ~~and/or~~ the injection device are of the type used in direct-injecting fuel systems.

22. **(Currently amended)** The internal combustion engine according to **claim 33,** ~~claim 13,~~ wherein the active ingredient is urea.

23. **(Previously presented)** The internal combustion engine according to claim 16, wherein the active ingredient is urea.

24. **(Previously presented)** The internal combustion engine according to claim 17, wherein the active ingredient is urea.

25. **(Previously presented)** The internal combustion engine according to claim 22, further comprising means to heat the pressure reservoir.

26. **(Currently amended)** A method for operating an internal combustion engine according to **claim 33,** ~~claim 13,~~ wherein at least one of the delivery capacity (M_DD) of the delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and the duration (TI_UID) of the injection of the active ingredient

depend on the current operating parameters (N, RA, RF, TMOT, TASP, HASP, TSCR, NOX, LAMDA) of the internal combustion engine.

27. **(Previously presented)** A method for operating an internal combustion engine according to claim 17, wherein at least one of the delivery capacity (M_DD) of the delivery device, the pressure (PR_UPR) in the pressure reservoir, the time at which the injection of the active ingredient occurs, and the duration (TI_UID) of the injection of the active ingredient depend on the current operating parameters (N, RA, RF, TMOT, TASP, HASP, TSCR, NOX, LAMDA) of the internal combustion engine.

28. **(Previously presented)** The method according to claim 26, wherein the operating parameters include at least one of a speed (N) of a crankshaft, a torque of the engine, a fuel mass (RF) injected into a combustion chamber, a temperature (TMOT) of the engine, a temperature (TASP) of the ambient air, a humidity (HASP) of the ambient air, a temperature (TSCR) at least one of before and after a catalytic converter, at least one of an NO_x and NH_3 content (NOX) in the exhaust, and a fuel/air ratio (LAMBDA) in the combustion chamber or an equivalent value (RA).

29. **(Previously presented)** A computer program, characterized in that it is programmed to be used in a method according to claim 26.

30. **(Currently amended)** A computer program, characterized in that it is programmed to be used in a method according to claim 27.

31. **(Currently amended)** An electric storage medium for **at least one of** a control **and** ~~and/or~~ regulating unit of an internal combustion engine, operable to store a computer program to be used in a method according to claim 26.

32. **(Currently amended)** **At least one of a control and** ~~A control and/or~~ regulating unit for an internal combustion engine, the unit being programmed to be used to perform the method according to claim 26.

33. **(Previously presented)** An internal combustion engine having a fuel supply system, the engine also having an exhaust treatment system for reducing pollutants in the exhaust, the exhaust treatment system comprising

a reservoir containing an active ingredient,

a delivery device for delivering the active ingredient to the exhaust, which delivery device is entirely separate from the fuel supply system,

an injection device for injecting the active ingredient into the exhaust, and

a pressure reservoir that is fed by the delivery device

the pressure reservoir being able to store the active ingredient under pressure and being directly connected to the injection device.

34. **(Currently amended)** An internal combustion engine having **a fuel supply system and** an exhaust treatment system for reducing pollutants in the exhaust, the exhaust treatment system **being entirely separate from the fuel supply system and** comprising **:**

a reservoir containing an active ingredient,

a delivery device for delivering the active ingredient,

an injection device for injecting the active ingredient into the exhaust, and

a pressure reservoir that is fed by the delivery device

the pressure reservoir being able to store the active ingredient under pressure and being directly connected to the injection device further comprising **at least one of** a control **and** ~~and/or~~ regulating device, which **at least one of controls and regulates at least one of** ~~controls and/or regulates~~ the pressure (PR_UPR) in the pressure reservoir as a function of the operating state (N, RA, RF, TMOT, LAMBDA) of the internal combustion engine, **and** ~~and/or~~ the time at which the injection of the active ingredient occurs.